(c) To preserve, develop and nurture aviation infrastructure at all airports in the country. Airports Authority of India (AAI) is taking necessary steps like preparation of long term master plans for phase-wise development of infrastructure, entering into Memorandum of Understanding with concerned State Government with required concessions for development of some of the unviable airports, calling for expression of interest for establishment of Flying Clubs and MRO facilities at less busy or non-operational airports etc.

Extension of Jammu Airport

1483. SHRI T.S. BAJWA: Will the Minister of CIVILAVIATION be pleased to state:

(a) whether Government has any proposal to extend the Jammu Airport;

(b) if so, the details of land which has been acquired recently; and

(c) the fund sanctioned in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) 3.4 acres of land has recently been acquired at a cost of Rs. 4.98 crore.

Limit of number of foreign pilots

1484. SHRI BHAGIRATHI MAJHI: Will the Minister of CIVIL AVIAVTION be pleased to
state:

(a) whether there is any proposal of Ministry to appoint foreign pilots to meet the increase in demand of pilots by various airlines operators in the Aviation industry:

(b) if so, the number of pilots appointed airline-wise;

(c) whether there is any plan of Government to meet the growing demand of pilot day-by-day by employing Indian pilots;

(d) if so, the details thereof; and

(e) whether Ministry will form any policy to prohibit the maximum number of foreign pilots being appointed by these Airlines in future to provide employment to trained Indian Pilots?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Appointment of foreign pilots is done by the concerned airlines based on their need. So far. Directorate General of Civil Aviation has cleared 804 foreign pilots. The airline-wise break up is Indigo-66, Paramount Airways-21, Blue Dart-10, Spice Jet-42, Air DECCAN-149, Alliance Air-20, Go Air-13, Kingfisher Airlines-95, Jet Airways-271 and Air India-117

(c) and (d) The Government has taken various steps to reduce the gap between demand and supply of skilled Indian pilots. These include conditionally increasing the age-limit to 65 years for pilots for exercising the privileges of their licences for commercial transport operations under prescribed conditions, upgradation and modernisation of training infrastructure of Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity from 40 to 100 pilots per years, setting up of a world class flying training institute at Gondia, Maharashtra for training 100 cadets and assistance to flying clubs by allocating trainer aircraft through Directorate General of Civil Aviation/Aero Club of India.

(e) Appointment of pilots is a matter of personnel policy of respective airlines and Government intervention is not desirable.

Private Airports in Andhra Pradesh

1485. SHRIMATI N.P. DURGA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that seven new private airports are coming up in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether it is also a fact that the promoters have asked for business guarantee from Government; and

(d) if so, what is reaction of Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. Government of India have not received any new proposal for setting up of private airports in Andhra Pradesh.

(b) to (d) Do not arise.

Routine checks of Aircrafts

1486. SHRI NANDI YELLAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether major airlines are violating safety norms by not appointing enough aircraft engineers for routine checks of flights;

(b) if so, the action taken for immediate appointment of all required additional aircraft engineers;

(c) whether every aircraft should get flight release certificate before every take-off, and whether 'A' check after every .500 hours of flight, 'B' check after every 2000 hours of flight and 'C check after every 4000 hours of flight, have to be regularly carried-out for every aircraft; and

(d) if so, whether these mandatory checks are exercised meticulously as per the rules?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise,

(c) Every aircraft is issued a Maintenance Release Certificate (Flight release certificate) at specified periods and not for every take off. The periodicity of 'A', 'B' and 'C checks etc. may vary from one aircraft type to another according to the manufacturers requirement. These checks are carried out as stipulated in the Maintenance Planning Document issued by the manufacturers and Maintenance Programme approved by Directorate General of Civil Aviation (DGCA).

(d) Mandatory checks are meticulously carried out by airlines. DGCA also by means of spot checks/surveillance checks ensures compliance of mandatory checks.

Landing of Aircraft at wrong runway

1487. SHRI NANDI YELLALAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that on 12th June, 2007, a Spicejet(SG-851) Aircraft landed on the wrong runway at Delhi Airport, instead of the runway on which it was asked to land by the Air Traffic control authorities, which could have caused a great disaster, had there been any aircraft on the wrong runway;